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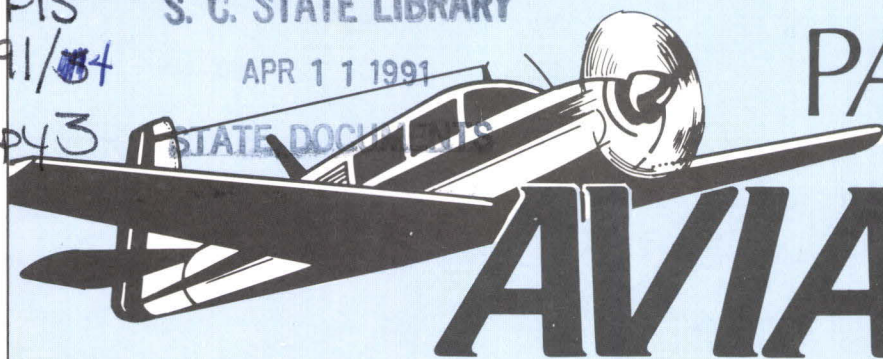
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STATE DOCUMENTS



PALMETTO

AVIATION

Volume 43, Number 4

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April, 1991

# \$11 Million SC Fire Academy to be Built

*Airport Crash, Fire and Rescue Personnel will be affected*

Firefighters serving South Carolina's airports may soon have to clap erasers, take notes and wash chalkboards if a proposal for a regional fire academy passes through the legislature.

A state Fire Academy, estimated at a cost of \$11 million, is planned to be built on state-owned property adjacent to the S.C. Criminal Justice Academy which borders Broad River and I-20. Only an 80-acre portion of the 200-acres is scheduled for development.

The Fire Academy would be set up similar to SLED's Criminal Justice Academy so that all fire-

fighters would have basic training prior to employment. Airports around the state would have access to the Fire Academy so Crash, Fire and Rescue teams could be trained in the state-of-the-art facility.

Staff members of the SC Aeronautics Commission met recently with representatives from the State Fire Marshal's Office, the FAA, the State Budget and Control Board, and various airports to discuss the possible use and development of the Fire Academy for use by airport CFR personnel.

Gary Jackson of Greenville-Spartanburg Airport said, "Since

we have no place to do our annual hot drills on our airport, we felt that a fire training facility should be in the central part of the state for accessibility."

Sharon Carter of the FAA's Airports Division added, "The FAA's position on this facility is that we don't want to spend a lot of money on hot pits around the state for airport training. Ideally, we want one facility per state and this regional training facility is a great idea that everyone can use since it would be in a very convenient location."

Jackson also noted, "We'd also like to see this facility under the direction of the Fire Academy, with the FAA and SC Aeronautics Commission funding it, along with help from airports using it too."

Primary funding for the facility, according to James Bowie, director of the Fire Academy, comes from a percentage of insurance sold in the state.

Bowie said the way the fire fighting system is designed in the state, the Emergency Powers Act can be invoked during a fire so state-trained firefighters can take charge.

"With 66 public use airports in 46 counties, most fire fighter will have to have this training as it ap-

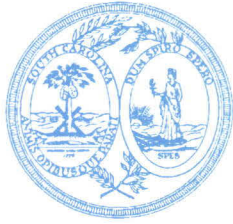
*See Fire Academy, Page 6*



## A South Carolina Welcome

A delegation from SCAC was on hand when the state legislature officially welcomed John Park to South Carolina. From left is Jim Hamilton, chairman, and commissioners Charles Appleby, Curtis Graves, Crack Anderson, and former commission chairman Rep. Joe Wilder.





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Rep. Olin Phillips (l), reads a resolution praising T.R. Runnels (c) for his job as interim director while Chairman Jim Hamilton looks on.

## *Aeronautics Honors Runnels, Awards McWhirter Field with Grant*

The S.C. Aeronautics Commission recently honored T.R. Runnels on his outstanding job performance as interim director. Chairman Hamilton presented Runnels with a concurrent resolution from the legislature commending him for his improvements and accomplishments during his tenure.

Also during the March 11 meeting, McWhirter Field-Lancaster County Airport received funding for an improvement project.

The Aeronautics Commission approved \$4,265.00 for the airport project and when completed, will total more than \$8,000 when combined with local funding.

Chairman Hamilton announced the state allocation for McWhirter Field for replacing and enlarging the concrete pad at the fixed-based operators maintenance building and for erecting a four-foot chain-link fence for safety and security purposes.

## **Camden Safety Meeting Planned for May 16**

A fun, entertaining and educational evening is scheduled for Woodward Field in Camden, May 16 at 6:30 p.m.

Anyone interested may attend the two-hour aviation safety education seminar sponsored by Royal Aviation in Camden.

Stall/Spin Prevention and Fuel Management are two topics which will be presented during the AOPA Air Safety Foundation seminar.

Bob Cathers of the Air Safety Foundation is coming from Washington, D.C. to assist South Carolinians in becoming safer pilots.

AOPA will provide door

prizes. The FBO, Royal Aviation, will have free refreshments on hand to quench parched throats and add to the hospitality.

An FAA Accident Prevention Counselor will issue Wings Program Applications for those interested.

The public is invited to attend this free educational opportunity. Don't miss this chance to become a better and safer pilot or passenger. Everyone will benefit from the exposure to the latest information in stall/spin research and fuel management technology.

For more details, contact George Roberts at (803) 469-3574.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.



# May-Fly '91 & Skyfest Two Unbeatable Air Shows

Two festivals you don't want to miss this spring are Skyfest in Spartanburg and May-Fly 1991 in Florence. Both will have fantastic airshows and family-oriented entertainment.

Skyfest is scheduled for Mother's Day weekend, May 10-12 in Spartanburg with many activities: hang gliding, balloon races, miniature and model airplane demonstrations, skydiving exhibitions, helicopter, balloon and airplane rides, and Warbirds, too.

The Spartanburg Downtown Airport will be the scene of two air shows on May 12, which will last about three hours each.

In addition to the aviation activities, Skyfest will also have antique automobiles, mountain crafts

displays, art exhibits, fireworks shows, and lots of gourmet and fast food concessions. Proceeds of Skyfest will go to benefit the Children's Miracle Network.

May-Fly 1991 is set for Wednesday, May 1 at the Florence Regional Airport.

Military and civilian static displays as well as aerial demonstrations by the US Air Force Thunderbirds and the US Army Golden Knights will take place during the day.

A cooperative effort between military personnel and the citizens from the Pee Dee Region, the show will provide an opportunity to demonstrate support and appreciation for the efforts of the troops in the Persian Gulf.

## Attention: Warbirds on the loose

by David M. Fudge

Various types of combat aircraft of the World War II are on display May 3 and 4 at the Spartanburg Downtown Airport as Warbirds of Spartanburg raise the curtain for the Spring Fling with its annual membership scramble and fly-in.

William T. Hope, Jr., Warbirds commander, has announced for the first time ever an A-26 "Invader" twin engine light attack bomber, flown by airman in WWII, Korea and Vietnam, is among those aircraft on display. The A-26 is owned by Dave Brady of Cartersville, GA.

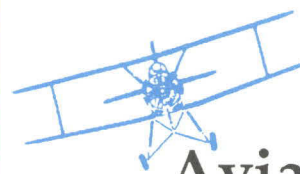
A B-25 "Billy Mitchell" bomber, famous for the first American air raid on Tokyo led by Gen. Jimmy Doolittle in 1942, will return for another visit to Spartanburg. This bomber is owned by Randy Porter of Georgia.

A Vultee BT-13 Air Force basic trainer will also be available for inspections.

P-51 fighters, AT-6 advanced trainers (known in the Navy as SNJs), a PT-17 Stearman biplane primary trainer and many other vintage aircraft will participate too.

The Warbirds Scramble, a reunion and barbeque for members and guests, will begin at 6 p.m. on Friday May 3, in "C" hangar at the Downtown Airport. Visiting airplanes will be on public display during that time and all Saturday. All aircraft will be flown at the option of pilots.

Commander Hope said, "Seeing and hearing these true warbirds of a generation past is always a big thrill for those of us who flew during the WWII period. It is wonderful that so many of the planes are still flying to preserve the precious heritage they represent. It's great that the present generation can see and touch some of the history they see in the movies or read about."



## Aviation Calendar

### April 14

Breakfast Club  
Timmonsville Airport  
Timmonsville, SC

### April 25-28

50th Reunion  
Hawthorne School  
of Aeronautics  
Holiday Inn  
Orangeburg, SC  
(803) 272-6024

### April 28

Breakfast Club  
Royal Aviation  
Woodward Field  
Camden, SC

### May 1

May-Fly '91  
Florence Regional Airport  
Florence, SC

### May 5

Breakfast Club  
Jefferson Municipal Airport  
Louisville, GA

### May 12

Breakfast Club  
Sumter County airport  
Sumter, SC

### May 16

Stall/Spin Prevention &  
Fuel Management  
AOPA Air Safety Found.  
Woodward Field, Camden  
6:30 - 8:30 p.m.

### May 19

Breakfast Club  
Laurens County Airport

### May 26

EAA Chapter 242  
May Fly-In  
Columbia Owens  
Downtown Airport

### June 9

Breakfast Club  
Twin Lakes  
Graniteville, SC

### June 23

Breakfast Club  
Pelion Airport



# Greenwood County Airport:

*Once a WWII air base transformed into a modern facility*

The smell of red cedars and sweet pines aren't what lures people to Greenwood County — business is. That's why the Greenwood County Airport is such a vibrant part of the economy and so busy.

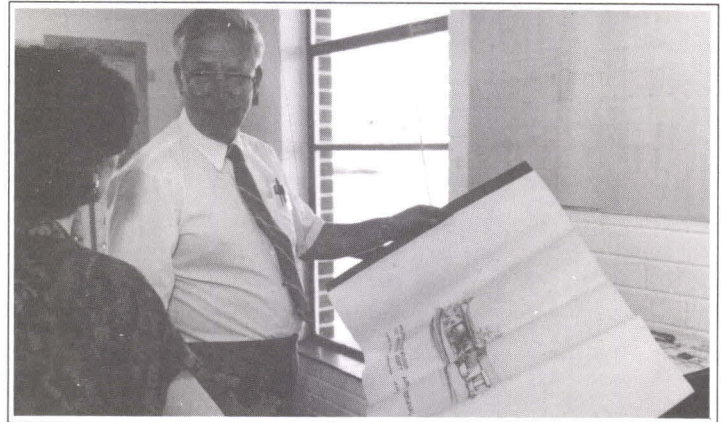
The Greenwood Airport is placed in rural South Carolina but it's not the least bit country. Mike Opalak, manager of the Greenwood Airport, attributes the airport's success to being a good neighbor and by getting involved in all aspects of community activity.

"We're involved with a number of things in the area," said Opalak, "This Spring we're helping with the Annual Greenwood Festival of Flowers in May. We also let the National Guard bivouac here and practice land navigation, securing the area and setting up perimeter guards."

Opalak was adamant about letting users of the airport share in decisions.

"We did a survey to a large number of people in the area to ask them what possibilities they'd like

**Mike Opalak shows what the new terminal building will look like once completed. Opalak hopes the work is able to begin in the next few months.**



to see at their airport.

"It was interesting," the airport manager added, "Most people said they'd like to see a new terminal building or renovate the one we have."

The Greenwood Airport terminal building was a very progressive building for the 50's when it was built, but the brick structure is not what it should be for the 90's. "This terminal doesn't mesh with what Greenwood is — a progressive community with businesses pushing ahead to the 90's."

As manager of the airport, he observes the activity of a full service FBO, a number of hangars, Avis rental cars, and an aircraft maintenance facility.

Buck Griffin, of Greenwood Aeronautics, FBO at the airport, runs a tight ship with the able assistance of Pat Hall.

Ms. Hall operates the computerized FBO system with an ease of assurance while at the same time giving instructions to a questioning student pilot.

"These people are like my family," quipped Hall, "I've been working with them for years." Griffin, a prankster since birth, likes to ask customers, "Do you want to speak to the man in charge or the woman who knows what is going on?"

Hall said return business is one reason the FBO does so well. Some of the businesses are Warner Lambert, the Henley Group of investors, Cooper Communities of Arkansas, Fuji Corporation, Kaiser Aluminum and Westinghouse, many of which pilot business jets into the county facility.

Industrial growth into Greenwood is the primary reason the county has applied for a runway extension and an apron expansion.

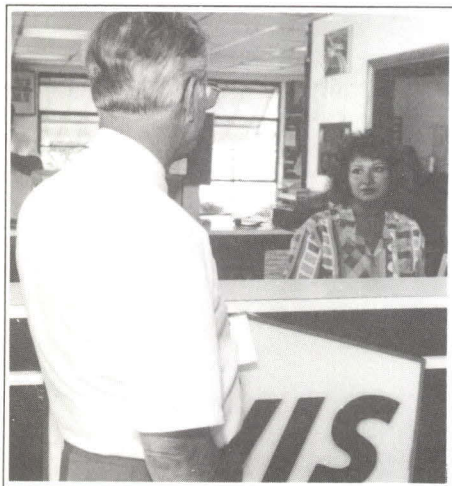
The runway extension is estimated at \$1.4 million, while the apron expansion project is estimated at \$356,000. Both projects are eligible for federal and state funding grants.

The runway extension involves clearing trees, rehabilitating the runway, construction of the extension, and constructing partial parallel taxiways.

The apron project will expand the existing aircraft parking area and remove the underground fuel storage tanks which have been replaced.

He said construction costs may be held to a minimum if bids for both projects go out simultaneously. "We can benefit by having the projects done at once with a limited amount of time to finish the projects," he said.

One project completed with a



**Greenwood Aviation, Greenwood's FBO operates the Avis rent-a-car business.**



# Progressive and Proud

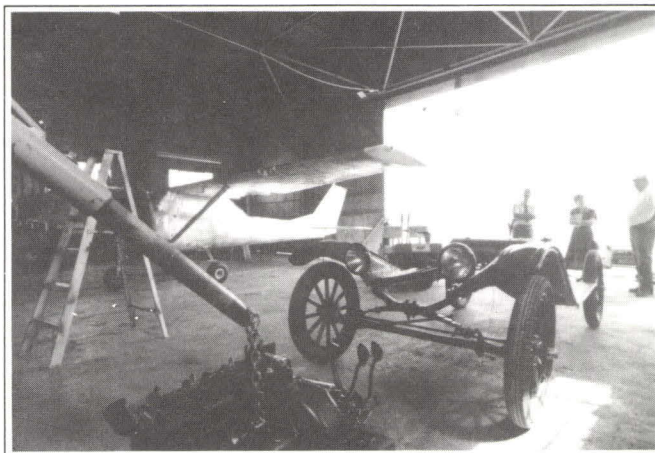
minimal amount of aggravation was the implementation of their new fuel farm. "We're very proud of our new above ground fuel farm which is now about 80% complete," he said enthusiastically in his soft drawl.

Also at the airport is Double D, an aircraft maintenance shop. However, the maintenance isn't always limited to aircraft. Inside their well-equipped facility is a 1924 Model T. The black leather coach was detached from the chassis waiting to be refurbished. According to Opalak, the Model T when operational will provide the FBO a unique way to take people into town. Just the thought of riding a Model T gives new insight to the frequently used airport car.

Even though Opalak is optimistic about the future of the airport, his optimism is clouded by reality. He cited the economy as the major reason the number of based aircraft as Greenwood Airport as declined.

"During the last few years, some companies, like L.W. Apparel, have sold both of their planes. We used to have 52 based aircraft, now we're down to the low 40's."

The best growth for airports is steady growth of the economic ar-



This Model-T (l) is being completely restored at Double D Aircraft Service. Below, Opalak, sits behind his desk and discusses the strong points of the Greenwood County Airport.

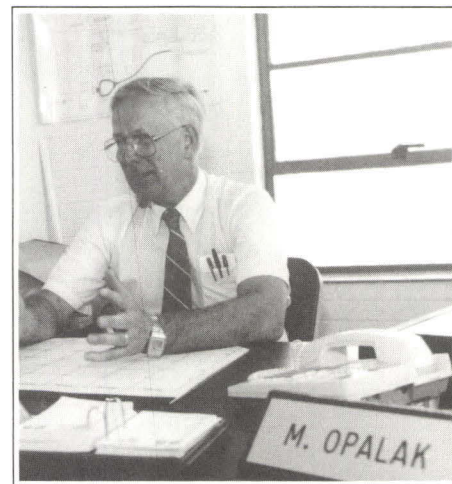
reas surrounding the airport, and if that's true, the Greenwood Airport will be on top of things very soon.

"Until the recent downturn in the economy, we have seen steady growth, as in our Master Plan. Very recently, we've seen the airport grow as the forecast predicts."

More businesses have been investing in the area. For instance, Sara Lee — Hanes has bought property for a plant which will make all the material for t-shirts, underwear and like products. Also, Dart Container, Defiance Metal Products and a UPS branch office, are all confident of increasing their activity and more than likely their services in the Greenwood area.

With an influx of new businesses and expanding industrial growth, the new or refurbished terminal project seems more important than ever.

Opalak admitted costs for the project would be an important factor and the likelihood of using some creative funding would be



necessary.

"We've had an increase in our airport commission fund and have had some contributions from local businesses for the terminal project," he said. Monsanto has talked to the airport about donating carpeting to the building and Greenwood Mills may donate wallpaper.

"We'll have the best looking building. Everybody in town will come around to see it," said the enthusiastic manager.

The original World War II runway configuration at Greenwood has given way to two 5,000-foot runways for use by modern jets. But like the runways and the Model T on airport property, the airport just gets better and more valuable as each year passes. Surely, the Greenwood Airport is a fine asset to the community and to the state.

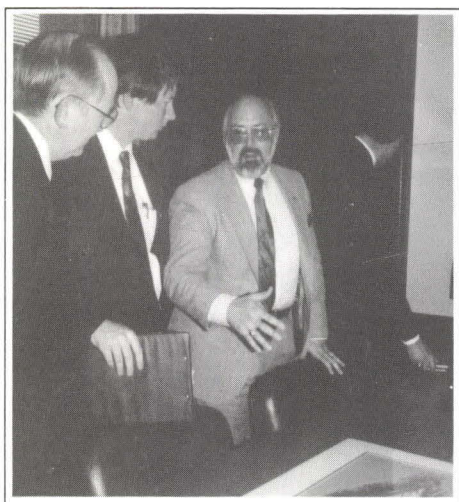


The red brick Greenwood Airport terminal was built in a typical style for the 1950s.



# Fire Academy to Serve State CFR Teams

Continued from Page 1



Ron Safko (c), architect for the SC Fire Academy, discusses the layout of the regional fire facility.

plies to airports," Bowie said. "There needs to be a much stronger relationship between firefighters and airport CFR."

As it is designed now, the Fire Academy looks more like a resort area than a working fire school with modern classroom buildings and a conference areas. The plans will have to be modified only slightly to accommodate the extra training facilities required to teach airport fire classes.

As it is proposed, CFR teams and any new CFR employees from airports will be allowed to take basic training and receive a certifi-



Sharon Carter of the FAA joins John Floyd (r) of SCAC, in listening as Bob Waddle, Columbia Metro, asks about funding crash, fire and rescue equipment for the Fire Academy.

cate. Afterwards, firefighters will take specific courses which pertain to the Federal Aviation Administration's regulations concerning airport CFR training, including hot pit training twice a year.

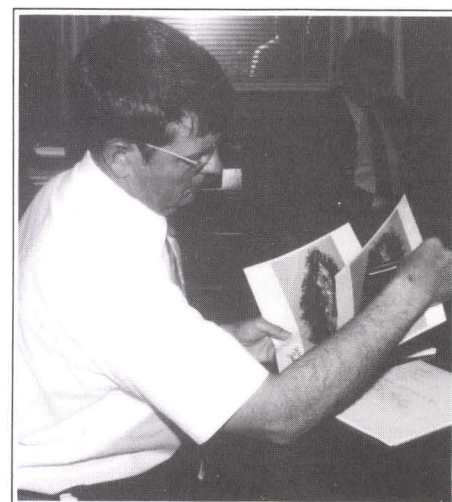
The overall cost for the academy is about \$11 million dollars, but with added costs of specialized aviation fire training, the facility may add at least \$3 million more.

Although the architectural plans themselves will only have to be modified slightly, the cost of the specialized equipment is greater.

According to Ron Safko, an architect for the project, the facility will have a modern conference center with 4,700 square feet, an administrative building of 9,000 sq. ft., education facilities with a multi-purpose auditorium, classroom building, covered walkways, land bridge and visitor and bus parking.

In addition, there will be dormitories with a full service cafeteria, a weight-room and a lobby area.

Plans also call for fire water reservoir facilities, underwater search and rescue with diving/rapelling tower and outdoor classroom, structural drill facilities for high rise buildings, simulated landscaping fires, a fire research lab, helipad, haz-mat and field rescue facility, computerized fire simulation system and a nuclear facility fire simulator.



Above, T.R. Runnels examines architectural renderings of the academy's 80-acre development. Below, James Bowie, director of the Fire Academy, discusses preliminary costs for the new facility.



Not to mention all the latest environmental protection aids available.

## Having an air show?

Send a copy of FAA Form 7711-1 and 7711-2 to: Public Information Office Aeronautics Commission P.O. Box 280068 Columbia, SC 29228 If you have questions: 1-800-922-0574 or (803) 822-5400



## FYI From the FAA

# Fewer People Becoming Pilots May Mean Shortages

A generation ago the road to the cockpit of a commercial air carrier provided tough sledding for most civilians. The preferred candidates were ex-military pilots. The Korean/Vietnam wars tended to create a large reserve of battle trained aviators. Later, when these airmen were faced with removal from flying status at a relatively youthful age, they were only too eager to extend their career status aloft by moving into a civilian flying job.

Those circumstances have changed, and in fact, the 1990's appear to offer civilians some of

the  
best  
opportunities

in aviation we have seen since the expansion of commercial air travel after World War II.

In testimony given to the United States Senate Commerce Subcommittee on aviation last year, FAA officials stated bluntly, "...we may be facing a shortage in the numbers of adequately trained personnel available to staff our future civilian fleet."

One of the warning signs cited was 1988 was the first year in which U.S. scheduled air carriers hired more pilots from GA than from military services.

Furthermore, the pool of general aviation pilots is known to have been shrinking in recent years, due primarily to the high cost of training, aircraft ownership and use.

At the same time, the deregulation of air carriers in the late 1970's has been followed by a great expansion of air carrier services. A 1989 report by the National De-

fense Transportation Association predicts U.S. airlines will have to hire 53,000 pilots over the next ten years, to meet increased air travel demands and replace flight deck retirees. At the present rate of training, it was estimated, there will only be 41,000 qualified pilots available.

These prospects exist in spite of the fact the U.S. Air Force is losing pilots to civilian life faster than it can replace them.

Special career incentives are being considered to retain pilots in military service. Any such move, of course, would further reduce the pool available to airlines.

*...U.S. airlines will have to hire 53,000 pilots over the next ten years, to meet increased demands...*

In spite of the improving job prospects in aviation, the number of civilians learning to fly is still declining, according to the FAA statistics. Over the period 1978-1987, FAA figures show a peak drop-off of 26 percent in the issuance of student, private and commercial pilots who will become eligible to train for transport pilot positions.

Large airlines are temporarily keeping up with hiring needs although the experience level of new hires, particularly in regard to jet time, is not as high as it once was. They report informally a current pool of about 6,000 job applicants, although conceding this number may be inflated as a result of multiple applications. Most experts say the real crunch in pilot availability is two to three years away, leaving precious little time to resolve the problem.

Many initiatives to deal with the perceived future shortage al-

ready are underway.

One example is FAA's 1989 establishment of the Recreational Pilot's Certificate as a new, lower-cost alternative for obtaining basic flying credentials and experience in the cockpit. The agency projects as many as 7,000 additional pilots a year may be encouraged to begin flight training thanks to the availability of this certificate.

Another innovation aimed at reducing the high cost of flying is the proposed rule to establish a category of "primary aircraft," which would be less expensive to build and certificate.

FAA  
also  
has  
under-

taken a sweeping reassessment of pilot training and certification requirements at both general aviation and commercial levels. These efforts are aimed at promoting "innovations and flexibility" in pilot training, important factors in assuring an adequate pool of qualified pilots.

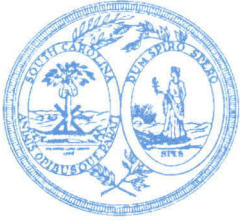
The nations colleges and universities also are stepping in to help counter the anticipated pilot shortage. Nearly 400 centers of higher education now offer aviation education and/or flight training.

Industry, government and academia all agree there is no easy fix for the shortage of pilots.

However, FAA is committed to working with the aviation community and the academic community to promote a program which will encourage young people to learn to fly and which will be the best training possible to ensure a highly qualified pilot community.

The rest is up to you.





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**This Month...**

## **Inside Palmetto Aviation**

- State Fire Academy planned for CFR teams
- Greenwood County Airport isn't the least bit country
- Skyfest and May-Fly to highlight flight

**...and much much more!**

## **Beacons show the way for airport development**

Nineteen airports will receive new or refurbished beacons in the coming year thanks to a new program initiated by the Aeronautics Commission and the Federal Aviation Administration.

The statewide airport beacon project involves equipping selected airports with 36 inch beacons. The Aeronautics Commission is very hopeful that those airports in need which were not selected will be allocated money next year for beacons from the FAA.

Of the 19 airports chosen, 11 airports will receive refurbished 36" rotating beacons on existing

towers. The remaining eight airports will receive a new 36" beacon, four on existing towers and four on new 51 ft. tubular beacon towers.

The beacon project will be funded 90% by the FAA, \$288,398. The airport sponsor and the state will pay 5% each, \$14,420.

Beacons in these 19 airports will enhance safety by making the airport easier to locate during inclement or normal weather. In addition, the new beacons will have a metal halide lighting system which will reduce electrical and maintenance costs.

The entire project, which began in November of 1990, should be

completed by August of this calendar year.

Thus far, the following airports have completed work: Clemson, Aiken, Santee Cooper Regional, Rock Hill, Donaldson Center, Fairfield, Walterboro and Beaufort. The airports in Berkeley, Lancaster and Pickens are currently undergoing beacon work and should be finished soon.

The following airports are scheduled to have work done in the future: Dorchester County, Greenwood County, Pelion Corporate, Georgetown, Grand Strand and Spartanburg Downtown.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.